section for holding the output section of the reduction gears,

the reduction gearing casing includes a holding section for holding the output shaft of the rotor and a hole through the output section of the reduction gears,

the reduction gears are consisting of a train of gears connected to the output shaft of the rotor,

the output shaft of the rotor is provided with the train of gears such that the forward end of the shaft extending from a gear of the base end of the gear train is held in the holding section of the reduction gearing casing, and the rear end of the shaft is held in the hole of the motor casing,

the output section of the reduction gears is provided with the train of gears such that the rear end of the output section extending from a gear of the forward end of the gear train is held in the holding section of the motor casing and the output side is held in the hole of the reduction gearing casing; and

a bearing is provided on each of the holding sections respectively holding the output shaft of thee rotor and the output section of the reduction gears, and each of the holes is provided with a bearing and an oil seal.

13. A motor for an electric vehicle comprising an armature, a rotor and a motor including a motor casing for holding an output shaft of the rotor; a reduction gearing including reduction gears connected to the output shaft; and a reduction gearing casing

which contains therein the reduction gears and holds an output section of the reduction gears, and the inside of the casing being filled with a lubricating oil, wherein

a curable resin having a high thermal conduction is charged into the motor casing where the resin is cured,

at the time of charging the resin, a core is inserted to secure a space for placing the rotor therein, and the resin is charged into the space formed by the core and the motor casing, and

the resin charged into the space is cured and adhered to a coil of the armature and the inner surface of the motor casing.

14. A method of producing a motor for an electric vehicle comprising an armature, a rotor and a motor including a motor casing for holding an output shaft of rotor; a reduction gearing including reduction gears connected to the output shaft; and a reduction gearing casing which contains therein the reduction gears and holds an output section of the reduction gears, and the inside of the casing being filled with a lubricating oil, the method comprising the steps of:

charging a curable resin having a high thermal conduction into the motor casing where the resin is cured, wherein

at the time of charging the resin, inserting a core into the motor casing to secure a space for placing the rotor therein,

charging the resin into the space formed by the core and the motor casing, and

removing the core after curing the resin.

15. A method of producing a motor for an electric vehicle according to claim 14, wherein the motor includes a rotation sensor for detecting a rotating position of the rotor, and the core is inserted for securing a space for placing the rotation sensor therein.

16. A DC motor or a DC brushless motor for an electric vehicle comprising an armature, a rotor, a control section for controlling the armature, and a motor casing for holding them, wherein

the motor casing includes a first casing member and a second member which cover the armature and the rotor and are respectively provided with bearings, and a third casing member for covering the control section;

the first casing member and the second casing member each having a curable resin having a high thermal conduction disposed therein, and a detent member is provided between the first casing member and the second casing member to prevent displacement thereof from one another;

the armature is placed in the first casing member, and the first casing member and the second casing member are secured by a screw;

the control section is arranged between the second casing member and the third casing member;

seating surfaces to be mutually contacted are respectively formed along the peripheries of the edges of the first casing member and the third casing member; and

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the seating surfaces formed along the peripheral edges of the first casing member and the third casing member are brought into contact with each other, and the first casing member and the third casing member are screwed so as to be in pressure contact with each other to secure the seating thereof.

17. A motor for an electric vehicle according to claims 16, wherein the second casing member is provided with a through-hole into which a wiring is inserted to connect the armature and the control section.

18. A motor for an electric vehicle according to claim 16 or 17, wherein the second casing member supports a substrate of the control section.

19. A motor for an electric vehicle according to claim 16 or 17, wherein the second casing member supports the sensor for detecting the position of the rotor.

20. A motor for an electric vehicle according to claim 18, wherein the second casing member supports the sensor for detecting the position of the rotor.

REMARKS

This preliminary amendment is prepared based upon amendment made under PCT Article 34 so as to comply with the US practices and avoids dependent claims which are dependent upon multiple dependent claims.

Respectfully submitted,

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